

Minutes – Miami-Dade Transit (MDT)
Miami North Corridor Metrorail Extension, Preliminary Engineering Phase
Contract N. TR05-NCPE
STATION PLANNING MEETING –
CITIZENS ADVISORY COMMITTEE (CAC) MEETING
May 3, 2005

The first Citizens Advisory Committee (CAC) meeting of the Miami North Corridor Metrorail Extension, preliminary Engineering Phase convened at 7:25 pm on Monday, May 3, 2005 at the Opa-locka Neighborhood Center, 16405 NW 25 Avenue.

CAC Co-Chair Terence Waldron began the presentation with acknowledgements of elected officials including City of Opa-locka Mayor Joseph Kelley, City of Miami Gardens Mayor Shirley Gibson (upon arrival), City of Miami Gardens Councilman Melvin L. Bratton and Carol Margron-Jules of Miami-Dade Commissioner Barbara Jordan's office; former CAC Chair Mary Alice Brown; and Co-Chair Anita Pittman. Mr. Waldron also provided an overview of the information to be discussed during the meeting including the alignment, station areas, physical components, local requirements and various neighborhood and land uses within cities along the corridor.

Mr. Waldron began self-introductions of meeting attendees.

1. Introductions

Those in attendance were:

MDT Project Manager Raquel Rosal, P.E., Parsons Transportations Group Vice President Ronald Freeland, MDT Customer Development Director Ruby Hemingway-Adams, Parsons Transportation Group Project Manager Dennis Lyzniak, P.E., MDT Project Supervisor Isabel Padron, P.E., Parsons Transportation Group Deputy Project Manager Jim Erikson, Ronald Frazier, AIA, Michelle Simmons of MDT Public Involvement Division, Mario Garcia of MDT Planning Division, Jose Requejo, AIA of Earth Tech and Public Involvement Consultant Bobbie Mumford and Jodi Porter of B Mumford & Company.

2. Scope of Work

MDT project Manager Raquel Rosal, P.E. began her presentation speaking on the:

- Starting point for alignment effort is concept development
- Selection of consultant Parsons Transportation Group to begin preliminary engineering phase effective March 9, 2005

Ronald Freeland was introduced by Ms. Rosal as the principal-in-charge to provide an overview of the project. He explained the primary objective of the Preliminary Engineering Phase to come up with a firm alignment and estimate of cost. Mr. Freeland expressed a willingness to work collaboratively with the community on behalf of MDT; work with the business community, community associations and neighborhood associations to reach consensus on what the station should look like, the décor and how Metrorail fits inside community. He introduced Dennis Lyzniak and Jim Erikson, Project Manager and Deputy Project Manager, respectively.

Mario Garcia provided a historical perspective of the project. He explained that project in final stages of planning phase which has resulted in an alignment that responded to community

concerns. Mr. Garcia urged the community to continue participation and provide input on how the alignment may impact businesses and residences along NW 27th Avenue so that it may be addressed.

Ruby Hemingway-Adams spoke on Preliminary Engineering Phase as the most important part of the project, expressed that MDT takes citizen involvement seriously and that her office including Michelle Simmons is responsible for community involvement and public outreach. Ms. Hemingway-Adams also reviewed the upcoming meeting schedule to be mailed to CAC members.

Dennis Lyzniak, P.E., briefed the committee on his background and involvement in local engineering projects and spoke on the overall Metrorail Extension Project Schedule highlighting the following:

- During the Environmental Impact Study (EIS) a locally preferred alternative was developed as a result of public involvement meetings
- This phase is not about changing alignment but making it work from an engineering (mathematical) perspective and minimizing the impact to properties
- Goals include exploring the structural alternatives, spreading columns from 80 to 130-150 ft., improve of visual impact of structure; improve mobility along corridor; utility relocations; stations area planning on how the station will fit into the community and get community input on what the stations should look like
- Preliminary Engineering Phase scheduled to take about 9 months through December 2005 to complete 30% preliminary plans to be submitted to federal government
- The Metrorail Extension to connect to NW 79th Street at grade using a switch option and continue for 9.5 miles at the same elevation as existing alignment
- There will be seven (7) stations along the alignment
- From NW 79th Street, the Metrorail Extension will proceed north down center of NW 27th Avenue to the first station in the center of NW 27th Avenue at NW 82nd Street. This station must be in the center of roadway because have to continue on an alignment before it can move to either east or west side of NW 27th Avenue
- The Extension will then move to the west side of NW 27th Avenue to Miami Dade College Station on campus site just south of NW 119th Street
- The Extension then crosses NW 27th Avenue to the east side with a station in Opa-locka at Ali-baba Avenue
- The Extension continues along the east side of NW 27th Avenue then crosses back west to Palmetto Station at NW 163rd Street just south of Truck Stop
- The Extension then goes over the Palmetto Expressway to next station at the 183rd Street Shopping Center, Miami Gardens (west side)
- The Extension continues north crossing east to Pro Player Stadium Station at NW 199th Street
- The Extension end at NW 215th Street at the Florida Turnpike and Calder Race Track

Ronald Frazier, AIA, spoke about the alignment an ethnic theme in the design aesthetics (public architecture that reflects “our” cultural heritage). Mr. Frazier explained his study of the designs of transit stations across the world which reflect the respective communities. He explained the meaning of African symbols and colors as a means of highlighting cultural themes. He proposed creating graphic patterns, textures, surfaces, symbols, colors, patterns in the pavement, structural columns and roof coverings to tell a story about the community. His design recommendations included:

- NW 82nd Street/Northside Station -- design continuation of the current MLK station

- Miami-Dade College Station – reflect an institution
- Opa-locka/Ali-Baba Station – reflect Moorish and Arabian architecture

He solicited input from CAC members on what themes they'd like to see used at the Miami Gardens stations.

Jose Requejo, AIA, of Earth Tech, explained:

- Started to analyze the corridor from a macro and urban perspective and narrowing down the architectural elements of the stations
- Collected data for each station and analyzed landmarks
- Goal to produce guidelines and specifications for each station
- Community input is vital to the output in this phase of the project

Discussion was raised by Jay Marder, City of Miami Gardens Development Director, to change the intended date of the NW 183rd Street Station meeting, so that it would not conflict with an upcoming city of Miami Gardens community meeting.

Dennis Lyzniak, P.E., added that the goals of stations are joint development, an attraction to bring businesses in and around station, bring jobs and prosperity back into community.

NORTH CORRIDOR

SUMMARY OF CAC CONCERNS from May 3, 2005 meeting:

1. Meeting dates
2. Location of NW 199th Street Station
3. Landscaping for the stations – what is the landscaping criteria?
4. Landscaping is very important in terms of beautification.
5. Who benefits from the sound wall – vehicular or residential traffic?
6. Does the current surveying along NW 27th Avenue involve this project?
7. Where will the Park & Ride be located at NW 215th Street?
8. Will there be another meeting with the CAC?
9. What is the bottom height of the structure?
10. At whose expense is possible extension into Broward County?
11. When considering station aesthetics, think about how going to look 20, 30, 50 years from now. Stay away from paint that has to be maintained. Keep neutral.
12. Are you working for State or Miami-Dade County?
13. Will the alignment go over Palmetto Expressway because line on map is straight? Is the map outdated?
14. Is this going to be a stone monument or will you try to fit it into the community?
15. Are parking lots going to be designed to fit into community?
16. Need to create a friendly environment.
17. Need for updated 3-D CADD design.
18. Is it possible to see whole process?
19. The levels on the Park & Ride stations look like big buildings. Where I live on NW 215th Street, what will they look like?
20. Traffic mobility.

Information distributed at the beginning of the presentation included a Meeting Agenda.

The presentation ended at 9:00 pm.

Prepared by B Mumford & Company

**MIAMI-DADE TRANSIT
ATTENDANCE
NORTH CORRIDOR CITIZENS ADVISORY COMMITTEE (CAC) MEETING
MAY 3, 2005**

Relant Acosta, CTAC
Alice Baldwin
Charles Baldwin
Arleen Bishop
Jeanette Blocker, Gratigny HOA
Alvin Burke, City of Opa-locka
Zolena Bratton, Leslie Estates HOA
Melvin Bratton, City of Miami Gardens Council
Mary Alice Brown, Opa-locka CDC
Beverly Bush, North County HOA
Joseph Cook, UP-PAC
Sylvia Daughtrey, Leslie Estates HOA
Benjamin Essien, EBS Engineering
Francisco Fernandez, Public Works
Antonia Frazier, Transit Coalition
Shirley Gibson, City of Miami Gardens Mayor
Brad Gold, Akerman Sentefit
Ulysses Harward, Front Porch
Maggie Johnson
Mayor Joseph Kelley, City of Opa-locka Mayor
Gerald Lee, City of Opa-locka
Jay Mardu, City of Miami Gardens
Bob Moody, North Central Dade Federation
Earthel Parks
Emma Pringle, North County Citizens CTAC
James Reeder, CITT
Sammie Sims, North County HOA
Barbara Sims-Smith, North Library
Anselm Smith, FACTS
Geraldine Solomon
Al Tate, City of Opa-locka
Terence Waldron, Co-Chair
Louise Washington
Naomi L. Wright, CTAC

STAFF

Mario Garcia, MDT
Jose Requejo, Earth Tech
Susan Day, Earth Tech
Ron Freeland, Parsons Transportation
Isabel Padronn, MDT Project
Raquel Rosal, MDT Project Manager
Dennis Lyzniak, Parsons Transportation
Ruby Hemingway-Adams, MDT
Michelle Simmons, MDT PIO

Bobbie Mumford, B Mumford & Co.
Jodi Porter, B Mumford & Co.
Deborah Johnson, B Mumford & Co.